

Message Text

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ACTION SCI-06

INFO OCT-01 EA-11 ISO-00 EPA-04 DOTE-00 L-03 AEC-11 AID-20

CEA-02 CIAE-00 CIEP-02 COME-00 DODE-00 EB-11 FEA-02

FPC-01 H-03 INR-10 INT-08 NSAE-00 NSC-07 OMB-01 PM-07

RSC-01 SAM-01 SP-03 SS-20 STR-08 TRSE-00 CEQ-02 DRC-01

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P 101005Z MAY 74

FM AMEMBASSY TOKYO

TO SECSTATE WASHDC PRIORITY 1788

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E.O. 11652: NA

TAGS: TGEN TECH ENRG JA

SUBJ: US-JAPAN AGREEMENT ON ENERGY R&D

REF: A. TOKYO 4194 B. TOKYO 5003 C. STATE 83/12 D. TOKYO

5594

SUMMARY: AFTER DISCUSSION WITH FONOFF ON ENERGY R&D AGREEMENT, IT APPEARS THAT ONLY ONE ISSUE NEEDS TO BE RESOLVED TO REACH AGREEMENT ON TEXT. GOJ HAS PRESENTED SEVERAL OPTIONS ON THIS POINT, IN EFFECT LEAVING CHOICE UP TO USG. ALTHOUGH THEY RECOGNIZE LEAD TIME IS SHORT, FONOFF OFFICIALS EXPRESSED DESIRE TO SIGN R&D AGREEMENT DURING MAY 20 OR 21 MEETING BETWEEN SECRETARY KISSINGER AND FOREIGN MINISTER OHIRA. ACTION REQUESTED: DEPARTMENT COMMENT ON SUBSTANCE OF GOJ PROPOSALS AND ON TIME FOR SIGNATURE. END SUMMARY.

1. ECON/COM COUNS MET WITH KATAKURA, DEPUTY HEAD OF INTERNATIONAL RESOURCES DIV. OF FONOFF, MAY 10 FOR FURTHER DISCUSSIONS ON ENERGY R&D AGREEMENT. ECON/COM COUNS NOTED THAT TWO POINTS OF DIFFERENCE REMAINED BETWEEN TWO SIDES:
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A) TREATMENT OF ENVIRONMENTAL CONSIDERATIONS IN PREAMBLE;

AND B) LISTING OF COOPERATION IN TRANSPORTATION AREA IN ARTICLE III.

2. RE POINT (A) ABOVE, KATAKURA SAID GOJ ACCEPTS PHRASE QTE RECOGNIZING THE IMPORTANCE OF ENVIRONMENTAL CONSIDERATIONS IN THIS CONNECTION UNQTE AS SEPARATE PARAGRAPH FOLLOWING WORDS QTE GROWING REQUIREMENTS OF THEIR PEOPLES UNQTE. EMBASSY ASSUMES THIS PHRASING ACCEPTABLE TO USG.

3. RE ARTICLE III, SUB-ITEM ON QTE ADVANCED PROPULSION SYSTEMS, UNQTE, KATAKURA SAID CONSENSUS WITHIN GOJ STILL FAVORS RETENTION OF THIS WORDING AS OPPOSED TO US VERSION QTE TRANSPORTATION SYSTEMS UNQTE. KATAKURA ALSO NOTED MOT SHARES DOT APPARENT CONCERN THAT R&D AGREEMENT MIGHT OVERLAP WITH ON-GOING WORK OF US-JAPAN TRANSPORTATION RESEARCH PANEL (REF C). CONCLUSION OF ENSUING DISCUSSION WAS THAT FONOFF SAW THREE POSSIBILITIES FOR REACHING AGREEMENT ON THIS SUB-ITEM:

(A) IF WORK OF TRANSPORTATION RESEARCH PANEL ON ENERGY RELATED TOPICS WERE TO BE MOVED UNDER UMBRELLA OF ENERGY R&D AGREEMENT, GOJ COULD PROBABLY ACCEPT QTE TRANSPORTATION SYSTEMS UNQTE. BOTH KATAKURA AND E/C COUNS, HOWEVER, AGREED THIS WAS UNLIKELY POSSIBILITY.

B) IF USG BELIEVED IT POSSIBLE TO COOPERATE IN HARDWARE, RATHER THAN SOFTWARE, ASPECTS OF THIS ITEM, AS GOJ OUTLINED IN ITS PAPER OF EXPLANATION (SEE FOLLOWING PARA), GOJ WOULD HOPE QTE ADVANCED PROPULSION SYSTEMS UNQTE WOULD BE ACCEPTABLE.

C) IF, HOWEVER, USG BELIEVED THAT SUCCESSFUL COOPERATION IN THIS AREA IS DOUBTFUL PROSPECT, GOJ WILL CONSIDER (AND PROBABLY DECIDE ON) WITHDRAWAL OF ITS ORIGINAL PROPOSAL TO INCLUDE THIS AREA IN ARTICLE III. THIS WOULD OF COURSE NOT PRECLUDE COOPERATION IN TRANSPORTATION-RELATED R&D UNDER QTE OTHER AREAS UNQTE CATEGORY OF ARTICLE III.

4. FOLLOWING ARE GOJ PAPERS. THE FIRST, PREPARED IN FEBRUARY, DEALS EXCLUSIVELY WITH AUTOMOBILE PROPULSION LIMITED OFFICIAL USE

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SYSTEMC:

BEGIN TEXT. I. ADVANCED AUTOMOTIVE PROPULSION SYSTEMS. THE GREATER PART OF THE ENERGY IN TRANSPORTATION IS USED BY AUTOMOBILES, BUT EFFICIENCY OF AUTOMOTIVE PROPULSION IS EXTREMELY LOW, WHICH CONTRIBUTES TO AIR POLLUTION. AND SO IT NEEDS TO DEVELOP HIGH EFFICIENT ADVANCED AUTOMOTIVE PROPULSION SYSTEM SUCH AS THE RANKINE CYCLE ENGINE, THE STIRLING CYCLE ENGINE AND THE AUTOMOTIVE GAS

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TURBINE ENGINE. THE RESEARCH AND DEVELOPMENT CONCERNING SUCH ADVANCED AUTOMOTIVE PROPULSION SBSTEM IS NOT PERFORMED SUFFICIENTLY IN JAPAN. AND SO THE SURVEY AND ANALYSIS IS TO BE STARTED IN SUCH FIELD IN FISCAL YEAR 1974 BUDGET, AND THE RESEARCH AND DEVELOPMENT PROGRAM WILL BE UNDER WAY IN FISCAL YEAR 1975 BUDGET. END TEXT. THE SECOND, WHICH OVERLAPS THE FIRST SOMEWHAT, IS A RECENTLY-PREPARED EXPRESSION OF GOJ THINKING ON MEANING OF AN R&D PROGRAM IN THIS AREA. BEGIN TEXT. I. ADVANCED PROPULSION SYSTEM.

IN THIS FIELD, THE DEVELOPMENT OF HIGH EFFICIENT ENGINE OF ADVANCED PROPULSION SYSTEM IS REQUIRED IN THE LIGHT OF CONVERSION AND CONSERVATION OF ENERVY. MORE CONCRETELY, SUCH ENGINES ARE CONCEIVABLE AS THOSE OF STIRLIN CYCLE, GUS TURBINE CYCLE, ETC. FURTHERMORE, SINCE THE INTERNAL COMBUSION ENGINES ENTAIL THE ENVIRONMENTAL PROBLEMS SUCH AS AIR POLLUTION, IT IS REQUIRED TO DEVELOP THE ENGINE OF LOW POLLUTION. REALITY OF RGD.

1. R&D RELATING TO LOW-POLLUTION AUTOMOBILES IS UNDER WAY IMPROVING THE INTERNAL COMBUSION ENGINE IN THE ROAD

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TRANSPORT BUREAU OF THE MINISTRY OF TRANSPORT, AND THE TRAFFIC SAFETY AND NUISANCE RESEARCH INSTITUTE. IT IS EXPECTED THAT THE R&D WORK ON SUCH ENGINES AS STIRLING CYCLE WILL BE UNDERTAKEN IN THE FUTURE.

2. STIRLING CYCLE ENGINE

AS TO THIS TYPE OF ENGINE, THE PHILIPS CO. OF NETHERLAND IS ALMOST READY FOR PUTTING IT IN PRUCTICAL USE, AND HAS MANY LICENCES AT PRESENT. THE FEATURES OF THIS ENGINE ARE IMPROVED THERMAL EFFICIENCY, LOW POLLUTION, AND LOW NOISE.

THE SHIP RESEARCH INSTITUTE IS NOW UNDERTAKING THE RESEARCH OF THIS TYPE OF ENGINE UNDER THE THEME OF "RESEARCH OF ISOTHERMAL CHANGE ENGINE".

IN THE NEAR FUTURE, THE RESEARCH OF THERMAL EFFICIENCY, HEAT EXCHANGE, CEIL, IMPROVEMENT OF OUTPUT, ETC. WILL BE MADE.

2. GAS TURBINE ENGINE

THIS TYPE OF ENGINE HAS THE FEATURES OF GOOD THERMAL EFFICIENCY AND LARGE OUTPUT, AND THEREFORE IT WILL BE POSSIBLE TO APPLY IT TO THE HIGH-SPEED CONTAINER SHIP. AT PRESENT, THE RESEARCH IS UNDER WAY IN THE SHIP RESEARCH INSTITUTE, RELATING TO "HIGH TEMPERATURE TURBINE", "HIGH TEMPERATURE COMBUSION CHAMBER", "HIGH TEMPERATURE HEAT EXCHANGE", ETC. BESIDES, THE RESEARCH OF ENERGY CONVERSION, SUCH AS SUPER CHARGED BOILER INVOLVED IN THE ABOVE RESEARCH, IS ALSO BEING MADE WITH MUCH EFFORTS.

3. OTHERS

WE HOPE TO MAKE R&D WORK RELATING TO LESS ENERGY UTILISATION IN THE TRANSPORTATION SYSTEMS SUCH AS AIRCRAFTS, SHIPS, AUTOMOBILES, RAILWAYS, ETC. END TEXT.

5. KATAKURA CONCLUDED BY NOTING PLANS FOR MEETING BETWEEN SECRETARY KISSINGER AND FOREIGN MINISTER OHIRA IN WASHINGTON ON MAY 20 OR 21. HE SAID THIS SEEMED TO BE AN EXCELLENT OCCASION TO SIGN THE AGREEMENT, PROVIDED, OF COURSE, THAT THE SINGLE AREA OF DIFFERENCE COULD BE RESOLVED BY THAT TIME. KATAKURA SAID HE REALIZED THAT TIME WAS VERY SHORT, LIMITED OFFICIAL USE

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BUT HE BELIEVED ATTEMPT SHOULD NONETHELESS BE MADE.

6. IN LATER CONVERSATION WITH E/C COUNS, TESHIMA, ASSISTANT DIRECTOR GENERAL OF ECONOMIC AFFAIRS BUREAU, ALSO NOTED DESIRABILITY OF SIGNING AGREEMENT AT MEETING BETWEEN SECRETARY AND FOREIGN MINISTER.

7. EMBASSY TRANSMITTING SEPTTEL QTE CLEAN TEXT UNQTE OF AGREEMENT PROVIDED BY FONOFF.

8. ACTION REQUESTED: COMMENT ON (A) LANGUAGE FOR PRE-AMBLE; (B) TRANSPORTATION ITEM; AND (C) ARRANGEMENTS FOR SIGNING AGREEMENT. SHOESMITH

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